

IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (currently amended): A pilot nozzle for a gas turbine combustor comprising:
a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;
a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit; and
a plurality of atomized-fluid supply paths ~~provided~~ disposed uniformly in a circumferential direction of the cylinder unit.

Claim 2 (currently amended): ~~[[The]]~~ A pilot nozzle according to claim 1, for a gas turbine combustor comprising:

a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit; and

a plurality of atomized-fluid supply paths provided in a circumferential direction of the cylinder unit,

wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom held not to restrict a displacement in axial direction due to thermal expansion or compression.

Claim 3 (previously presented): The pilot nozzle according to claim 2, further comprising:

a plurality of fuel gas supply paths provided in a circumferential direction of the cylinder unit;

a front end portion connected to an end portion of the cylinder unit; and
a distribution section disposed between the cylinder unit and the front end portion,
wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively, the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

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Claim 4 (currently amended): A pilot nozzle for a gas turbine combustor comprising:
a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit; and

a plurality of atomized-fluid supply paths and fuel gas supply paths ~~provided~~ disposed uniformly in a circumferential direction of the cylinder unit.

Claim 5 (currently amended): ~~[[The]]~~ A pilot nozzle for a gas turbine according to claim 4, further comprising:

a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit;

a plurality of atomized-fluid supply paths and fuel gas supply paths provided in a circumferential direction of the cylinder unit;

a front end portion connected to an end portion of the cylinder unit; and
a distributing section disposed between the cylinder unit and the front end portion,
wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately and uniformly in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively.

BI Claim 6 (previously presented): The pilot nozzle according to claim 4, wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom held not to restrict a displacement in axial direction due to thermal expansion or compression.

Claim 7 (previously presented): The pilot nozzle according to claim 5, wherein the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

Claim 8 (previously presented): The pilot nozzle according to claim 6, further comprising:

a front end portion connected to an end portion of the cylinder unit; and

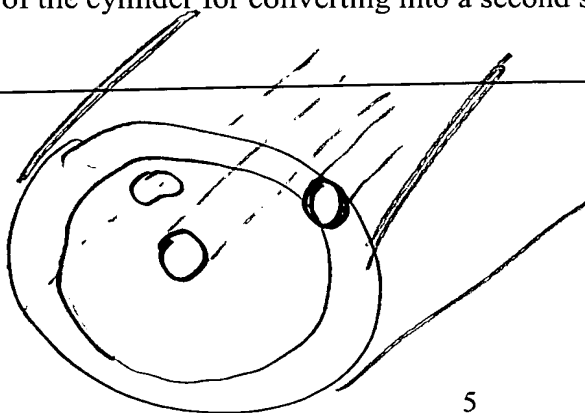
a distributing section disposed between the cylinder unit and the front end portion, wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately and uniformly in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively,

wherein the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

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Claim 9 (previously presented): A supply path converter comprising:

a cylinder having an end surface at one end and a hollow inside,

wherein the cylinder is provided with a hole at a center portion of the end surface for passing a fuel supply path therethrough, a first converting flow path having an opening adjacent to the hole and communicating to the hollow for converting into a first supply path connected to the hollow inside the cylinder and having a ring-shaped cross-section, and a second converting flow path having an opening adjacent to the hole and communicating to the outside of the cylinder for converting into a second supply path formed outside the cylinder.



See Figure 9A,
9B